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By Representative Leavitt

ESSB 5466 - H COMM AMD TO HOUS COMM AMD (H-1738.1/23)

By Committee on Housing

1 On page 5, line 3 of the striking amendment, after "of" insert
2 "transit-oriented"

3
4 On page 5, line 5 of the striking amendment, after "footage."
5 insert "Developable property excludes lots with critical areas or
6 their buffers as designated in RCW 36.70A.060, as well as public
7 facilities including streets, roads, highways, sidewalks, street and
8 road lighting systems, traffic signals, domestic water systems,
9 storm and sanitary sewer systems, parks and recreational facilities,
10 and schools."

11
12 On page 5, beginning on line 30 of the striking amendment, after
13 "(15)" strike all material through "(16)" on line 35

14
15 Renumber the remaining subsections consecutively and correct any
16 internal references accordingly.

17
18 On page 8, line 14 of the striking amendment, after
19 "transitways;" insert "and"

20
21 On page 8, beginning on line 16 of the striking amendment, after
22 "route" strike all material through "stop" on line 17

23
24 On page 8, beginning on line 19 of the striking amendment, after
25 "development" strike all material through "plan" on line 20 and
26 insert "prior to the earlier of a city's deadline to complete its
27 next periodic comprehensive plan update under RCW 36.70A.130(5) or

1 its deadline to complete its next implementation progress report as
2 required by RCW 36.70A.130(9)"

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4 On page 8, line 29 of the striking amendment, after
5 "transitways;" insert "and"

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7 On page 8, beginning on line 31 of the striking amendment, after
8 "route" strike all material through "stop" on line 33

9
10 On page 16, line 14 of the striking amendment, after "systems"
11 strike "," and insert "and"

12
13 On page 16, line 15 of the striking amendment, after "transit"
14 strike ", and high frequency bus service"

EFFECT: Specifies that the definition of "floor area ratio" is a measure of transit-oriented development intensity.

Clarifies that developable property excludes lots with critical areas or their buffers and lots used for public facilities.

Modifies the definition of "stop" by including any existing stop and any stop funded for development prior to the earlier of a city's deadline to complete its next periodic comprehensive plan update or its deadline to complete its implementation progress report.

Removes the definition of "frequent bus stop" and the requirements for transit-oriented density within one-eighth mile walking distance of a frequent bus stop.

Removes high frequency bus service from the definition of "transit access" for the purposes of prioritizing environmental grants.

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